

San Diego DX Club Bulletin

January 2023



**FT8WW
LE53WN
Crozet 2022**

MEETING PROGRAM

Our presenter will be Jim Price, K6ZH who will present:
"60 Years of Ham Radio, and Eventually Working Them All."

MEETING NOTICE

The January, 2023 meeting of the SDDXC will be held on Wednesday,
January 25, 2023 at 6:30 P.M. PST at Elijah's Restaurant
located at 7061 Clairemont Mesa Boulevard as well as on Zoom.
Come early for social hour and dinner.

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President:

Miguel Rivera, KJ6YXI

Rivera1pet315@gmail.com

Vice President/Pgm Chair:

Tom Myrick, N6JOJ

<n6joj1@gmail.com

Secretary/Treasurer:

Randy Standke, KQ6RS

(619) 890-2697

r55stan@gmail.com

Past President:

Pat Bunsold, WA6MHZ

Board of Directors:

Lou Poanessa, KW6Q

Bob LaRose, W6ACU

Danny Floyd, WB6FWS

Contest Results:

John Barcroft, K6AM

k6am@arrl.net

"TOP 10":

Glen Christensen, AI6RR

iam.gchrist@gmail.com

Webmaster:

Glen Christensen, AI6RR

Historian:

Glenn Rattmann, K6NA

(760) 749-3936

k6na@cts.com

Bulletin Editor:

Bob Farkaly, K9RHY

(619) 602-2653

bob@farkaly.com

From the Prez . . .

Miguel, KJ6YXI

Topic: SDDXC January, 2023 Meeting

Hello SDDXC members and guests,

Our next meeting will be held on January 25th at 6:30 P.M. at Elijah's Restaurant, located at 7061 Clairemont Mesa Blvd. Come early for social hour and dinner.

A Zoom link has also been set up (see Zoom invitation below).

Jim Price, K6ZH will present "60 Years of ham radio, and eventually working them all."

February, 2023 will mark the 60th anniversary of Jim K6ZH's first QSO: as WN6DPV in Santa Maria, CA. Over those years, Jim has always been active on the air in various capacities. But primarily chasing (or being) DX, and contesting. He will discuss the 53 year odyssey from the first DX contact (JA4ACH in 1963) to the "last one," VK0EK on Heard Island – in 2016. Except for the last one, he worked all of the other countries with 100 watts or less.

Jim will discuss the various QTHs, antennas, and equipment he has used and will acknowledge the considerable help he has received over the years from early Elmers to more recent fellow DXers and testers – many of whom are still in the DX Club. And, of course, it wouldn't have happened without Jim's very supportive wife Joan, N6KIM – who has achieved DXCC herself!

Hopefully members who don't normally attend SD DX Club meetings in person can come, or at least "Zoom in" to see this presentation.

Time: Jan 25, 2023 06:30 PM Pacific Time (US and Canada)

Join Zoom Meeting

[https://us02web.zoom.us/j/81536714393?](https://us02web.zoom.us/j/81536714393?pwd=bkp0a1dyOFFxY0lqbDVvNGhmYzN1QT09)

[pwd=bkp0a1dyOFFxY0lqbDVvNGhmYzN1QT09](https://us02web.zoom.us/j/81536714393?pwd=bkp0a1dyOFFxY0lqbDVvNGhmYzN1QT09)

Meeting ID: 815 3671 4393

Passcode: 861820

Miguel, KJ6YXI

Secretary/Treasurer Reports

Randy, KQ6RS

SDDXC Meeting Minutes, November 23, 2022

Our November meeting was held on Zoom only. Eleven members attended. We had no guests.

At 6:30 P.M. Lou Poanessa, KW6Q called the meeting to order.

Announcements: The Holiday Party will be held on December 18th. The next in-person / Zoom meeting will be held on January 25th.

There was no new or old business.

The presentation this month was given by Carl Luetzelschwab, K9LA on "10m long path & update on Cycle 25."

At 7:26 P.M. the meeting adjourned.

Treasurer's Report

Income for November, December, January: \$530 Membership dues.

Expenses for November, December: \$451.55 Holiday party prizes. \$1,496.88 Holiday party 100% of food tab at Fiddler's Green.

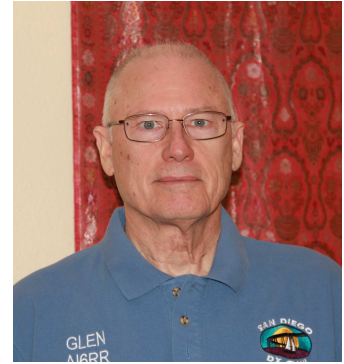
Balance on 1/5/2023 was \$3,879.67



Randy, KQ6RS

SDDXC DX STANDINGS

Glenn, AI6RR



Standings are always available on the SDDXC website at
[San Diego DX Club \(sddxc.org\)](http://sddxc.org)

Glenn, AI6RR

SDDXC Contest Results

John, K6AM



No results reported

John, K6AM



Spotted by Bob, W6ACU in the Amazon returns line at the local Kohl's store.

From the Editor

Bob, K9RHY

FB8W FT#W Crozet Islands (and the most recent FT8WW operation)



After a long dry spell, we have just enjoyed the activation of a Top 3 DXCC Most Wanted entity: Crozet Island.

Crozet Islands (or Crozet Archipelago) (fr. îles Crozet) is an archipelago in the Indian Ocean, which is part of the French Southern and Antarctic Territories.

The archipelago consists of six volcanic islands and a small number of small islands and rocks surrounding them. The distance from the westernmost to the easternmost island is over 100 km.

The Crozet Islands are uninhabited. There is a scientific station Alfred Faure (en:Alfred Faure) with 20-30 employees (named after its first team leader) located on the island of Possession (en:Île de la Possession). Other islands are occasionally visited by scientific expeditions. No more than 50 members of research expeditions are allowed on the islands simultaneously.

The Crozet archipelago was discovered on January 22 (or 23), 1772 by the French captain Marc Joseph Marion Dufresne. On January 24, the French landed on the island of Possession and declared the islands the property of France. According to some sources, Captain Marion then named the archipelago the Crozet Islands, after the name of his senior assistant, Jules Crozet.

Captain James Cook, during his third circumnavigation of the world, called the western group of islands the Marion Islands, and the eastern group the Crozet Islands. Subsequently, the name Crozet Island was assigned to the entire archipelago, and the name of Marion became part of the Prince Edward Islands.

In the 19th century and early 20th century, the islands were frequented by whalers and seal hunters.

Crozet Islands has been on the DXCC list since 1945. QSOs count for Crozet beginning on November 15, 1945.

In 1955, France declared the islands part of its Southern and Antarctic Territories.

The DXCC entity of Crozet consists of the islands of Apostres, Cochon, Crozet, Est, Pingouins and Possession.

All operations from the Crozet Islands DXCC entity have been from the Alfred Faure Station on Possession Island. This base is the only base in the Crozet group and is managed by the Terres Australes et Antarctiques Françaises (TAAF).

The coordinates of Alfred Faure Station are 46°25'S – 51°51'E. Club Log uses these coordinates in the entity definition.

The IOTA reference for Crozet is AF-008.



Images sourced from Google Earth

There have been 24 DXCC and 29 RSGB IOTA (19 unique callsigns, 29 operations) credited from the Crozet Island entity beginning in 1961 up to and including the most recent FT8WW operation.

The prefix for Crozet was FB8W until FT#W callsigns began to be issued in 1984, following a major re-organization of the French callsign system.

Personal callsigns were not issued to Crozet operators until 1973. Until then, all operators used the callsign FB8WW. From 1973 until 1983, personal callsigns were issued in the range FB8W[A-Z] and from 1984 in the range FT#W[A-Z]. There have been no callsigns issued with a three-letter suffix.

Crozet Island is currently at the #3 position on the most recent DXCC Want List published by ClubLog.

I have reproduced the updates provided by the REF (the association Réseau des Issuers Français) translated to English along with data from the Association Réseau des Issuers Français DX Bulletin.

Here are images of QSL cards from some of the earlier Crozet operations:

TERRES AUSTRALES
ET ANTARCTIQUES FRANCAISES

XXIVme MISSION
1986-1987

ALFRED FAURE
Long. 51° 52 E
Lat. 46° 26 S

CROZET

FT8WA

FK8BQ TR8MG J28DL F6GBQ
REF 16.721 FOAMQ

Jean-Michel GABOURIAUD

RADIO	DATE	GMT	RST	MHZ	MODE 2X
K9RHY	3.2.87	158	599	7	aw

Best 73' QSL PSE/TNX via F6FNU

ARCHIPELAGO CROZET ISLANDS
POSSESSION ISLAND
Lat: 46 °29 'S Long: 51 °58 'E

FT4WB

OPERATOR : Jean-louis HOARAU (FD1OUR)

STATION	DATE			GMT	QRG	MOD	RST	QSL
	D	M	Y					
K9RHY	11	7	96	1248	14	SSB	56	PSE (KS)

QSL Manager : FD6ITD

73 ✱

TERRES AUSTRALES
ET ANTARCTIQUES FRANCAISES

XXIVme MISSION
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ALFRED FAURE
Long. 51° 52 E
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CROZET

FT8WA

FK8BQ TR8MG J28DL F6GBQ
REF 16.721 FOAMQ

Jean-Michel GABOURIAUD

RADIO	DATE	GMT	RST	MHZ	MODE 2X
K9RHY	21-12-86	1853	59	14	SSB

Best 73' QSL PSE/TNX via F6FNU

46° 51° 152°

Iles des Apôtres

Ile aux Cochons

BESTs 73

Iles des Pingouins

CROZET ISLANDS

Long 51°52 E
Lat 46°26 S

Ile de la Possession

Ile de l'Est

0 10 20 30 Km

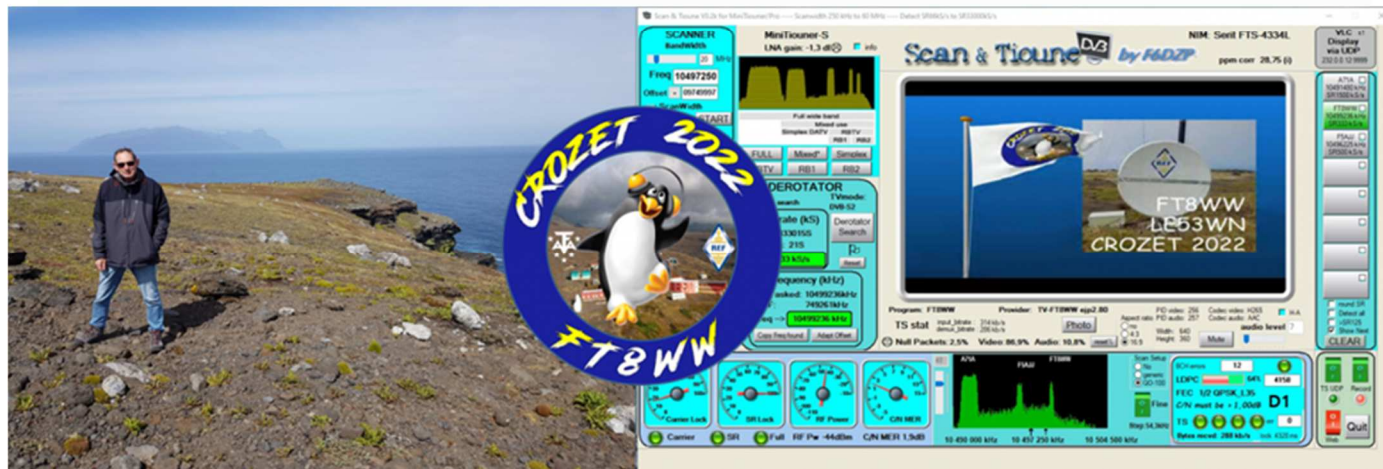
FT4WC

QSL via F6GVH
Po Box 35
VILLEMANDEUR
45700 FRANCE

STATION	DATE	U.T.C.	MODE	M.H.Z.	RS - T
K9RHY	16-3-91	13:38	2XSSB 2XCW	14	599



Site d'information du Réseau des Émetteurs Français



After 3 weeks of traffic and forced stoppage, I think it is appropriate to make a point.

So I started the night of December 25. My authorization, for HF traffic, was valid for 3 weeks of traffic between my arrival on the base and January 21st. So it was from December 25th to January 14th.

About 21,000 QSOs were made. I voluntarily made a few decisions:

- Traffic on few bands. Only the 10th, 14th and 21st MHz were used with an afternoon on 18 MHz for testing. This is in order to Concentrate my traffic and give OM contact as much as possible.
- CW and ft8 traffic only. Remoteness of Crozet of large radio populations and poor propagation guided this choice. Despite what some say the FT8 is so far the means the most effective for making QSOs in difficult conditions. Even in CW when the tapes were empty, in FT8, I was able to make contacts, so Give the country to many. I was also able to eat on a corner of the table while watching the traffic take place. I've been active in the CW whenever the Propagation allowed me to do so. And this taking into account the time restrictions that the scientists imposed on me (one measure per day requiring at least 5 hours of stop by being warned of the schedules in the mornings, so without planning real). If I had done SSB, I would no doubt have contacted the best equipped stations but left on the side of many others with more limited means.

I slept little to tamper with the nights on 10 MHz and rested during the famous measurement. I faced very difficult weather conditions. By 3 times I had to go down the levy the gusty winds being greater than 100 km / h. It was necessary to repair often in the rain. In short, alone, it was not always easy to stay on the air as long as possible. Finally, community life has its imperatives and obligations. I do not live on a deserted island, but with a group and tasks are necessarily to be performed. Finally, we must also take into account the difficulty of stacks up. Certainly you have trouble making yourself heard, but here it is not simpler be convinced.

For those who remember, at first I was only allowed to install a V-shaped dipole against the façade of a building. You could see on the photos that in fact I have a mast Spiderbeam of 8 m with a levy of two times 10 M and a vertical dipole currently on 21 MHz.

The rest of the project.

I am in contact with the Paul Emile Victor Institute which manages the scientific work on the base. An analysis of magnetism measurements is ongoing. It is following this analysis that I would have, I hope, an extension of the traffic period. I am therefore waiting for the decision. My departure being fixed at the return of the boat around March 20th.

I know everyone is eager for me to continue, but there is nothing more I can do at the moment on decimeter, but the QO-100 activity will continue (no restrictions).

These are the broad outlines of the current situation. Thank you to all those who through my manager have shown their trust in me. Thank you to everyone who spent hours looking for me and trying to reach me. Thank you all, I will try to continue to satisfy as many people as possible

Thierry – FT8WW

This entry was posted in CROZET 2022, [Expedition](#) on [15 January 2023](#) by [F8TRT - Pascal](#).

FT8WW – Pending the extension of the permit ...

As a reminder, Thierry's emission permit, for the HF bands, is until January 14 and he will cease broadcasts today. We are all keeping our fingers crossed that the authorization will be extended. Traffic continues on QO-100 in SSB and Thierry will also transmit images and videos in DATV.



This entry was posted in CROZET 2022, [Expedition](#), [QO-100](#) on [14 January 2023](#) by [F8TRT - Pascal](#).
[FT8WW](#), a week later.

The installation is done in a sustained way, a big thank you to the logistics team of the base for their precious help, and according to a capricious weather that often upsets the provisional schedule.



At the equipment level:

- The Levy gives very satisfactory results, but with sustained attention, the strong winds having an unfortunate tendency to loosen the guy wires.
- Still thanks to the wind, the installation of the QO-100 dish was laborious and the adjustments are underway despite intense cold. The weather forecast announces winds of more than 100 km / h for several days and Thierry crosses his fingers that the dish remains on the island!

The vertical will be mounted soon depending on weather conditions



Clarification on clusters and social networks.

Out of respect for Thierry, his courage and tenacity, the derogatory, even odious comments that have been published are unacceptable, the authors will recognize themselves.

On the other hand, he is very grateful for the marks of thanks and encouragement of many OM's who will also recognize each other.

He also needs to rest, feed himself and must devote time, weather permitting, to complete and perfect his installation.

Traffic tips.

In order to close certain controversies, radio traffic is only, for the moment, on 20 and 30 meters (14 and 10 MHz) depending on the propagation, which only allows traffic in FT8 with MSHV and CW. Any other manifestations of FT8WW on other modes or tapes, are only the product of pirate "radio amateurs" and should be ignored.

The only way to check if you have contacted Thierry is there. <https://clublog.org/logsearch/ft8ww>

Not in the log? Search on the right frequencies and modes, say thank you to "pirates" or intentional carriers.

Also, thank you for taking into consideration that pile-ups are gigantic with their lot of indiscipline and that the elementary rules of traffic, which characterize our seriousness and our reputation must be respected:

- Be patient.
- Listen, listen, listen or look, look, watch (for FT8)!
- When the DX is in QSO with another OM, never transmit.
- When you are called by the DX, be extremely brief.
- Never repeat the callsign of the DX station, he knows very well that it is him that you are calling!
- Carefully re-read the WSJT-X manual or other FT8 traffic software!

As a reminder, the only reliable source of information **is and will remain the website** <http://crozet2022.r-e-f.org> most Twitter @crozet2022 and for the confirmation of your QSO, Club Log to <https://clublog.org/logsearch/ft8ww>

You are all invited to share the information of the site and thank you for mentioning the source of your information out of respect for their authors.

Good luck in your quest for the precious "sesame"

Team FT8WW

This entry was posted in [Activation](#), [CROZET 2022](#), [Shipping](#) on [30 December 2022](#) by [F8TRT - Pascal](#).

[FT8WW](#), let's go!

The mast is mounted, the Levy pulled, the team that made the supports and fasteners are 2 companions of duty. Work at the top!

This entry was posted in CROZET 2022, Shipping on 24 December 2022 by F8TRT - Pascal.



Arrival on Crozet

So I've been on base since this morning (it's 11:18 here) and the trip on the Marion Dufresne went well, just a little bludgeoning 2 times.

I got acquainted with the future Shack which is fine, just 2 or 3 things to check about interference with equipment located in the room but hey, it should do it.

I should sleep in the same building but not in this room, you just have to go out and walk 10 m outside, it should do it there too.

On the antenna side, if we can do it as I

think, it will be very good.

Here it's the crowd because there are a lot of people on the base, but Thursday INFRA has to take care of me.

A base is on a small mound that puts the foot of the mast 2 or 3 m from the roof of the building where I am. From there there is everything to guy and pull the Levy.

The shack is in the basement facing the mast so 10 to 15 m of coax at most to pull, the clearance is super 360 ° and the dish should pass without worry over the roof of the building located at 330 ° towards QO-100.

All the staff are very friendly and the amateur radio attracts a lot of questions. But already I can say that everyone knows who I am and is ready to help me.

So nothing before the weekend.

I also had contact with the IPEV, it should go well, the measurement fields are opposite to the base. The famous Absolute Measure lasts about 20 minutes so it's about 4 hours 30 minutes, but I think there is a way to see it in detail. Anyway I have to see the manager (who was with me on the boat) and the 2 technicians who will make the measurements to define an action plan.

To be continued...

Thierry – F6CUK

More information on <http://crozet2022.r-e-f.org/news.html>



This entry was posted in [Activation](#), [CROZET 2022](#), [Shipping on 20 December 2022](#) by [F8TRT - Pascal](#).

[Crozet 2022, visit to Tromelin](#)

After a visit to Tromelin to rotate personnel and refuel, the Marion Dufresne is back off Saint Denis de La Réunion to helicopter the personnel returning from Tromelin.

He then set sail for Crozet in the late afternoon, for a 4-day trip with an arrival on Crozet scheduled for December 20 in the morning.

Thierry was able to land on Tromelin and take some pictures.



Preparation of helicopters from Tromelin, off Reunion Island.

More information on <http://crozet2022.r-e-f.org/news.html>

This entry was posted in [Activation](#), [CROZET 2022](#), [Shipping](#) on [15 December 2022](#) by [F8TRT - Pascal](#).

The departure for Crozet!

After heading to Bordeaux on Friday 09 December, followed by a night at the hotel near the airport, Thierry – F6CUK flew on Saturday 10, in the morning, to Paris CDG and in the night to Reunion.



Sunday 11, landing in St Denis, early in the morning, with a warm welcome from Philippe – FR8UA and Anne – FR8TZ who will host Thierry until his departure to Crozet. In the afternoon, visit the island with Anne and Philippe.



Monday, December 12, 2022, boarding on the Marion Dufresne in the early afternoon.



Bon Voyage Thierry!

<http://crozet2022.r-e-f.org/news.html>

This entry was posted in Activation, CROZET 2022, Shipping on 12 December 2022 by F8TRT - Pascal.

CROZET – The latest information



Here is the latest information to date, following the signing of the agreement with the TAAF:

1. December 12: loading of cargo, boarding of passengers (early afternoon) on the Marion Dufresne and departure for Tromelin at the end of the day,
2. **December 16:** return near Reunion, helicopter transport of agents returning from Tromelin and departure for Crozet. I will not go down to Tromelin.
3. **December 20:** Arrival scheduled on Crozet. Start of the issue window.
January 26: End of window. I am allowed to do HF show 3 weeks only between December 20th and January 26th. In addition, every day at least 5 hours will be neutralized (no emission) to allow the Institut des Pôles (IPEV) to make a measurement.
4. No constraint for QO-100 traffic, possibility of trafficking throughout the stay on the base. Departure from Crozet around
5. March**25** – Passage to Kerguelen then Amsterdam to resupply bases. I will not be allowed to get off the boat so no emissions.
6. Back in France in May.

As you can read above, these are unfortunately significant changes especially for the HF part and far from the initial authorization given by Prefect Giusti.

Callsign and frequencies.

Only the information given on the Crozet2022 website, by F6EXV, F8TRT and of course Les Nouvelles DX is reliable. The others (FT1W, ...) are fanciful. Don't waste your time or money.

Given the very short duration of my programs I intend to favor traffic on 2 or 3 bands maximum for ATNO. Depending on the best band for the W6 I will choose the 14 or 18 MHz and at night the 10 MHz. I did not choose frequencies either, it will be seen with the scientists on site, except for the 10 Mhz FT8 where with the Bouvet team, we agreed that I would use 10.131 Mhz but I noted the sub-bands of the W stations (novice) on the 14 MHz.

The whole team is working to have the largest possible transmission window which would allow more traffic and maybe more band. I am in contact with IPEV, but to date I have no information in the direction of an extension.

I feel sorry for all those, and I know there are many, who are looking for Crozet. For me too it is a great frustration to stay 3 months on site for only 3 weeks of HF traffic.

Follow-up of the journey and details on the site and on the Association Réseau des Issuers Français DX Bulletin.

Thank you and good luck.

Thierry, **F6CUK**

This entry was posted in [CROZET 2022](#), [Expedition](#), [QO-100](#) on [20 November 2022](#) by [F8TRT - Pascal](#).

Before closing, I include a copy of an article written by Martti Laine, OH2BH and Ralph Fedor, KØIR:

A SURVEY OF TODAY'S DX HEROES: THIERRY MAZEL, F6CUK & PAUL GRANGER, F6EXV

When the large supply ship M/S Marion Dufresne approached Crozet Island just before Christmas of 2022, one of the greatest gifts ever given to amateur radio was on board. A man named Thierry Mazel, F6CUK, and his passion to put Crozet Island on the air and end the 13 years of its silence on the amateur radio bands. Thierry worked closely with his friend Paul Granger, F6EXV, to accomplish his dream. So we now remotely review this man and his partner after his first twenty-one days stint on his lonely island.

So who are these men? What motivated and drove them? What is Thierry experiencing on Crozet. We asked them; here is what they had to say.

1: Thierry you are now the subject of everyone's conversation. You are seen as today's Robinson Crusoe! Tell us about yourself and your family. Are you living your dream and seeing your legacy written into amateur radio's history? Is Crozet a lonely place for you or a nucleus of new friends?

Hello to all from Crozet ! I was born in 1957 and licensed in 1975. I am married to a very understanding wife, who allows me to be away from home for such a long time. I am retired, after spending most of my career working in computer services at Michelin, the pneumatic manufacturer. My first DXpedition was to Saint Barthelemy island in 1977, before it was a separate entity. The DX bug bit me hard and quickly. I have returned to Saint Barthelemy a couple of times since, and I have organized and operated from several IOTA expeditions around France. I am not lonely on Crozet. There are 34 of us on the island and we have many different interests -- scientific, professional, and now amateur radio.

2: You have been very consistent with your operating schedule. As of today, January 14, you have made 21,294 QSOs with 10,999 unique contacts and a very good balance of QSOs with North America, Europe, and Asia. Thank You! Do you find it tiring to have the same schedule every day? How can a man endure this? Which mode of operation do you prefer?

CW, FT8 or SSB? What else you do daily on the island, if any? Is there a gym or library and how you get fit when not on radio?

The first objective of this trip was to give an ATNO to as many people as possible. I discovered that operating the same schedule every day has given all parts of the world the best chance for a contact with Crozet. I take advantage of the 5 hours every day when I may not transmit. This is when I sleep. The pileups are enormous and continuous. Facing them is tiring, but also energizing and satisfying, for I know my QSOs are creating smiles. However, I do not know how long I can maintain this pace and rhythm.

Normally my preferred mode is CW. But signals arriving here at Crozet are very often weak which makes FT8 the only option most of the time.

Due to the weak signals, I have put SSB aside. Perhaps I will reconsider it, as well as additional bands, should I be granted an extension of my operation.

There are 34 of us on the island – a cook, scientists, nature observers, maintenance workers, and one amateur radio operator. We eat meals together and share basic tasks like cleaning the dining room. My life here is operating, eating, participating in basic tasks, spending a little social time, sleeping, and trying to take a few photos of this unique place.

Some interesting info : ever since I have been on the island, there has not been a single day without wind, varying from 30 KMH to gusts of 140 KMH. And this is summer time in the southern hemisphere !

3: The IPV limitations of your permit only allowed you to operate HF until January 14th, today! Are you hopeful that you maybe able to extend your HF radio operating? Are you preparing for another miracle for your journey?

As of press time, the extension has not been granted, but since my transmissions do not interfere with the geomagnetic measures taken every day on the island, I am very optimistic about getting the extension. It depends on the French bureaucracy. In the very unlikely event that I

would not get it, I could either go to the beach (Not for me, too cold!!), tour the island, or have additional QO-100 schedules with schools in France and Africa.

4: It is often a difficult challenge to negotiate administrative bureaucracy when seeking permission for a DXpedition to restricted islands. Sometimes the multiple requests these people receive from hams attempting to visit these places are viewed as a “nuisance,” and the easiest thing for administration to do is just say, “No.” What advice would you give to hams making requests to visit such sensitive areas? Do you have any tricks to share?

I imagine every place is unique in terms of getting permissions. For Crozet, we realized that a group of hams would not get permission, while a single person might. In addition, we introduced the satellite link and schedules with boys and girls at schools so they could learn about the TAAF and see what people do in the French Southern Lands. These things helped us gain support and ultimately get permission to spend three months at Crozet. Getting the radio license was the easy part.

5: Paul, F6EXV, you are a partner with Thierry in conducting his one man orchestra and relaying information. This goes as far as sorting out real QSOs from those generated by pirates? Tell us about your job. Do you ever rest? If you could wish or ask something from amateur radio community what would it be?

Hello all ! Well, the very first ideas of Thierry going to Crozet came up at a meeting we had about two years ago. Since Thierry's English is limited, I was nominated co-organizer, advised Thierry on a few aspects, gave my point of view on some email exchanges with the TAAF prefect and other people, and wrote the document that would be sent to the major DX foundations and clubs around the world to help finance such an expensive trip. Both Thierry and I were also in contact with several commercial sponsors. I will also do the QSLing, as I have always enjoyed doing this, and will do my best to satisfy impatient DXers hoping to see the long-awaited new entity confirmed with a card. I am also answering many emails received daily about the aspect of this activity, including log check requests. So indeed I never stop.

There is one record that Thierry will have beaten for sure: The number of pirates that who disturbed the DX community. I must admit I will never understand the kind of joy these people are getting.

If I had a wish about the radio amateur community, I would say that I hope we would all come to better understand how it is on the other side of a pileup, and refrain from making insults on the clusters, without knowing what is happening on the DXpedition end.

6: Ham radio operators were once welcomed on remote island bases. They were a source of communication with the outside world through messaging and phone patches. Satellite phones, the internet, and modern messaging devices have changed all that. Hams are no longer needed for communication. How can DXpeditions still add value when they visit places like Crozet?

I often say that our hobby cannot be understood, except by radio amateurs. And in fact, I think DXers themselves know little about the strange places we visit. Getting someone to be on the airwaves gives these islands an exposure, and helps people, even DXers, learn about them. In the Crozet example, the addition of the QO-100 schedules with schools was of great interest to the TAAF, and was one reason why they granted permission for amateur radio from Crozet.

7: DXpeditions requesting visits to remote, sensitive islands are often viewed as a threat to the environment. What steps did you have to take to prove that your DXpedition would not disrupt wildlife, effect the surface of the island, or interfere with flora and fauna? Were those orders harsh or difficult to meet? Did they eliminate such things like beam antennas? Did this compromise your DXpedition?

It is obvious that a place like Crozet, which is on the UNESCO World Heritage, has many limitations in terms of impact of any visitors on the island. Two aspects made it impossible to get permission for any sort of beam antenna: bird protection, and high winds. The height of the antenna was also limited, and you can't imagine the number of email exchanges to finally get to an agreement.

8: There are many parts to a DXpedition -- planning, equipment, the travel and people you meet along the way and interacting with the local population or environment and making the QSOs and knowing that your audience is happy. All the pieces form a very human, cohesive, and unique experience. There are changes in the winds -- remote operations and a box of equipment placed on an island and operated remotely.

After experiencing being on the island of Crozet and part of its population and environment, are you happy you did it this way and not pushing the traditional envelope of DXpedition?

I knew even before getting to Crozet that it would be impossible to please everybody. The demand and expectations are so high that many forget it is a one-man effort, aimed at providing ATNOs. We hoped to show the TAAF what amateur radio is, and are hoping that this operation will help others to happen in the future from these most needed TAAF islands.

9: In 2014 a DXpedition team landed on Amsterdam Island and enjoyed tremendous support and hospitality from TAAF and the French team on Amsterdam. It fostered goodwill and understanding among the eight nationalities represented on the island. Once you arrived on Crozet, did you experience that same welcoming feeling and essentially become a part of the existing island team? Is it a wonderful feeling to be together and not just in lonely tent? What is your favorite wine on the island?

Being part of such a special team is a once in a lifetime experience for sure. All of the people aboard the Marion Dufresne had heard that a radio amateur would be traveling with them. So I had already made friends with all of them on board the ship and explained what this trip was all about. My favorite "wine" on the island is tea.... Nobody is perfect! We have a great chef and I wish all DXpeditions could eat as well as I do here!

10: Are you in love with your G5RV? You have to take care of her most every day? Is it for sale? If you could change one thing about your Crozet DXpedition, what would that be?

Well, I did not have much choice in terms of the antenna. The TAAF and Wildlife people involved had to give their approval, so as to minimize the impact on nature. The strong winds were also a limiting factor. So I wish I could have used monobanders, but...

About Martti, OH2BH and Ralph, K0IR.

These two fellows first met 1992 when on the VP8SSI DXpedition and became life-long friends. DXpeditions result in such friendships on a lonely Arctic islands whether harsh or enjoyable but yet strong in their spirit and camaraderie. Ever since VP8SSI they have tried to open up the props of the DXpeditioning backstage and push the understanding beyond the ATNOs. This interview was done with that aim in mind.

For the recognitions of those DX friendships; <https://www.youtube.com/watch?v=d5B2oo9-Sjw>

Bernie McClenny, W3UR

Wrap up:

If you needed Crozet for an ATNO, I hope a QSO with Thierry is safely in your logbook and/or on LOTW. If you needed Crozet on CW, my best wishes to you as well. If you still need Crozet on any other band/mode after this operation, I can only say:

Good Luck!

I asked ChatGPT to develop a short summary of the FT8WW operation generated by AI.

Here is how the AI engine responded:

“Crozet Island DXpeditions have been relatively successful in terms of making contact with amateur radio operators around the world. The remote and isolated nature of the island presents challenges for communication, but the DXpeditions have been able to establish contacts with a wide range of countries and regions. The number of contacts made and the number of unique countries contacted can vary depending on the specific DXpedition, but generally, they have been able to establish a significant number of contacts. Additionally, the DXpeditions have also been successful in raising awareness of the island and its history.”

Spoken like a computer.

Bob, K9RHY

A Time to Remember a Remarkable Silent Key . . .

From the PVRC Reflector, January 3, 2023: It is with immense sadness that I share with you the passing of our dear friend Fred Laun K3ZO. Fred passed away this evening at 7:03 PM.

Fred became ill on December 15 and was transported from his home to Inova Fairfax Hospital on the 18th. His condition worsened as time progressed. He was battling an infection and COVID. He was 86. It was Fred's desire to not have any formal funeral or ceremony. Certainly the club will want to recognize him and celebrate a ham radio icon at a later date.

We knew this day would eventually come. It doesn't make it any easier. There was just something about tuning the bands during a contest and hearing K3ZO, HI8XAL, LU5HFI or HS5ABD then you knew everything was right with the ham radio world. RIP OM. You were one of a kind!

73, Ken, K4ZW

Club Log DX Report for January, 2023

Solar activity

Date	SFI	A	K
2023-01-13	212	9	2.33
2023-01-12	195	9	1.67
2023-01-11	193	6	2.33
2023-01-10	191	5	0.67
2023-01-09	184	8	1
2023-01-08	179	6	1.33
2023-01-07	172	4	0.67

Active expeditions

Callsign	DXCC	Last QSO	# QSOs	% Unique
TN8K	REPUBLIC OF THE CONGO	2023-01-13 14:29	88,093	20.81
HR5/F2JD	HONDURAS	2023-01-13 07:21	107,373	39.79
FT8WW	CROZET ISLAND	2023-01-13 05:47	19,894	53.27
3D2USU	FIJI ISLANDS	2023-01-12 19:51	140,831	33.08
5H8HZ	TANZANIA	2023-01-12 18:50	6,658	70.28

Most active modes

Mode	% Use	QSOs	Graph
FT8	59.58	614,950	
CW	13.04	134,599	
RTTY	11.93	123,093	
SSB	10.83	111,817	
FT4	3.68	38,029	
FM	0.26	2,672	
MFSK	0.14	1,445	
PKT	0.13	1,348	
PSK	0.09	912	



3Y0J - The Bouvet Island 2023 DXpedition

Departure estimated January 14th.

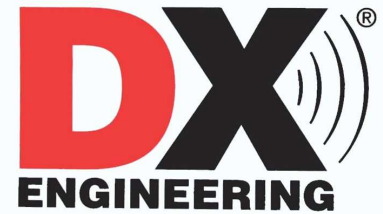
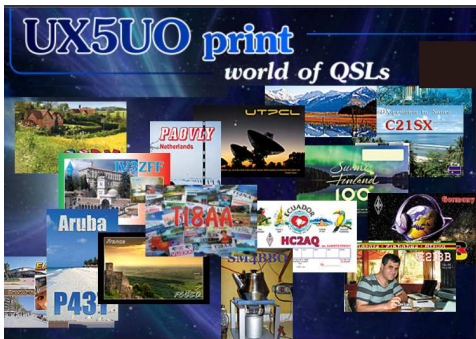
Arrival Bouvetøya estimated 11 to 14 days later, so depending on WX expect to be QRV late January for 22 days.

Our 3Y0J vessel tracker will be



Many Thanks to our Supporters, Friends and Sponsors

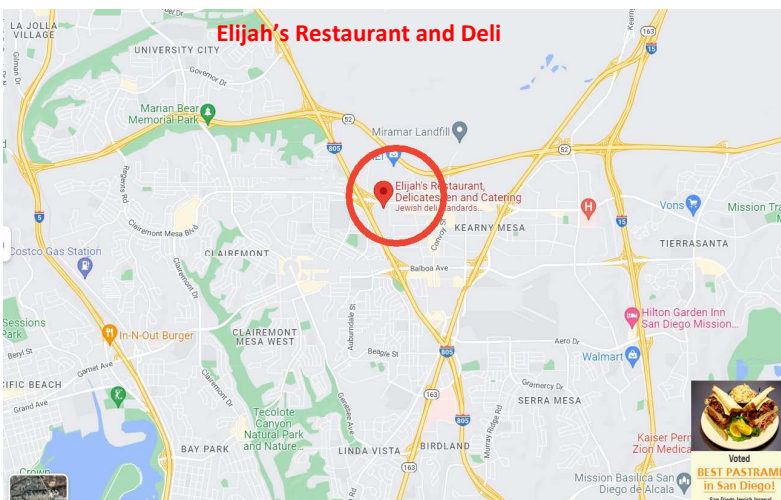
We are pleased to recognize the many businesses that help contribute to the success and vitality of the SDDXC



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